

THE BUMBLE



BEE



Vol. 1, No. 5

MARCH, 1945



Columbia River Packers Association • Astoria, Oregon

EDITORIAL

FISH "FARMING"

Some 57 years ago the Columbia River salmon industry began to realize, that as the lands adjacent to the river and its tributaries were settled and as the waters of these streams were diverted or impounded for irrigation and hydro-electric projects, the very life of the salmon runs upon which the industry depended for its existence, was directly threatened. Salmon entering these streams ascend to the headwaters where the female salmon lays her eggs in the gravel beds and they are milted and covered up by the male salmon. There the eggs hatch and tiny fry start their struggle for existence. Each female salmon lays about 5,000 eggs but the mortality, even under ideal conditions, is tremendous. Freshets, drifting snags and other floating debris tear away the gravel beds before the eggs are hatched and even after hatching the tiny fish fall prey by the thousands to their natural enemies, the fishing birds and hungry trout, suckers, etc.

The coming of the white man's civiliza-

tion added another tremendous hazard. Dams shut off big runs of fish completely from their accustomed spawning beds. Mature salmon coming up the river beat against these unscalable walls and died without reproducing their kind, destroying entire runs. The tiny fish going down stream on their annual migration to the ocean, following their natural instinct to move with any down current, entered irrigation ditches by the millions and perished at their dead ends. Even when dams were laddered for fish migration many could not make their way up without fatal injury and there was a terrific toll on the downward migration when the little fish entered the turbine flumes and were battered to death in the whirling machinery. Farmers and sportsmen gaffed and snagged the spawning salmon. Anglers whipping the riffles and gravel beds of the spawning streams would place a careless foot on the egg caches and 5,000 prospective big salmon would be annihilated. Sewage, sawdust, and chemical wastes polluted the streams killing thousands more.

Even under average conditions experts estimated that only two per cent of the eggs were hatching, and the fry, in addition to running the gauntlet of man made obstacles and natural predators on their way to sea, had to survive the dangers and vicissitudes of three years perilous existence in the ocean itself, before they could start their return. With the inroads of civilization further reducing the hatching incidence it was evident that, unless some corrective measures were applied, the fishery was certain to diminish, despite any regulation of the fishery operations themselves.

Experiments were started in the matter of artificial propagation. Salmon enroute to their spawning beds were taken in racks and placed in holding ponds until their eggs were ripe. The process of egg deposit and milting was performed manually and the fertilized eggs placed in trays and carefully observed and tended until they hatched out. Considerable mortality resulted at first but the process of taking the eggs and hatching the small fry was gradually perfected until at the present time the hatchery return from eggs taken is about



BILL PALMBERG

Traffic manager and assistant sales manager for CRPA. Ardent duck hunter and angler and formerly one of area's top golfers. Just now very busy getting settled in his new home.

95 per cent as compared with nature's two per cent.

Another problem arose, however, that of feeding millions of little salmon fry held together in a small area of ponds until such time as they could be released. Great advances have been made to date in this matter but the problem still remains. Man has not been able to quite meet the delicate balance nature established in providing a variety of food and freedom of movement for the little salmon. Research is continuing and of late years progress has been made in the matter of successfully feeding and holding these fish for longer periods,

—Continued on page 4, column 1

Fisherman



Bob Cronen, former member of the Oregon Fish Commission, and now skipper of the big new drag boat Brookfield. Bob has been one of CRPA's top fishermen and has been very successful the past three years in drag fish operations.

THE BUMBLE BEE

Published periodically by the Columbia River Packers Association, Inc., Astoria, Oregon, for employees and fishermen.

Editor JAMES H. CELLARS
Associate Editor RAE MOULTON

ASTORIA REPORTERS

Office Louise Carlson
Elmore Tuna Alice Schwarzenbach
Elmore Salmon P. J. Burke, Sn.
Cold Storage June Larson
Shipyards Lura Skyles
Boatyard and Launches Johan Peterson
Scandinavian John North
Geo. & Barker Peter Welch
Occident Albert Paldanius
Alaska Office Herman Geissel
Machine Shop Tom Wooton

STATION REPORTERS

Reedsport Melvin Jensen
Cushman George Ready
Waldport Jack Marinovich
Newport Velda Uffelman
Depoe Bay Lois Edwards
Wheeler George Radich
Eagle Cliff George Johnson
Ellsworth Bernice Loomis
St. Helens Oscar Gerard
Clifton Jalmar Thompson
Altoona Laura Hendrickson
North Shore Frank Pfleger
Ilwaco Wayne Suomela
Westport, Wn Gene Matthews
Bay Center Carl Rozine
STAFF PHOTOGRAPHER Ned Thorndike

KLASKANINE HAS BIG SILVER HATCH

The State Fish Hatchery, on the Klaskanine River about 12 miles from Astoria, pictured in part on our cover page had a big year in 1944, when the practice initiated several years ago of feeding silverside salmon fry for 14 to 16 months in the feeding ponds, started to pay dividends in the form of big returns. The silverside egg take during the past year at this hatchery alone was 8,198,000, over double the amount ever taken there before. Even the Chinook take which ran around 3,000,000 eggs, was higher than 1943 figures by a considerable amount. The 11 million eggs far exceeded the hatchery's capacity and about half the silver eggs were shipped out, some going to Bonneville on the mid-Columbia, others to Big Creek on the Lower Columbia; and the balance being scattered among the Oregon coast hatcheries. So heavy was the return of silvers to Klaskanine that all the mature fish could not be handled and many had to be turned back into the stream below the hatchery in hopes that they could spawn naturally. Lack of available water and feed above the hatchery prevented use of that part of the stream for natural spawning.

Silvers Hold Well

Of the approximately four million silverside fry now being held at Klaskanine, all are in splendid condition. Some early releases may be forced because of the crowding, feeding, and water problems. Last year the water supply was so low that the entire flow of the stream had to be diverted through the hatchery ponds. All that possibly can be held however will be fed for from 14 to 16 months, and when released, will be from five to eight inches in length.

Chinooks Leave Early

Chinook fry begin to crowd the downstream screens in the feeding ponds about two months after they are hatched, but the silvers are content to remain in the ponds for the lengthy period. In their natural condition this salmon does not spend much time in the ocean. A three year cycle fish, the silver usually spends a year and a half in the rivers and probably the greater part of another year in moving out to and back from the ocean. However, it is during his stay in the sea that he attains his growth and fine color.

Sportsmen Reap Harvest

The silvers begin to move out in mid April and anglers fishing below the Klaskanine hatchery reap a huge harvest

of "trout," in reality the fingerling silvers just out of the hatchery and enroute to the ocean. The new practice of feeding these fish over an extended period has proven itself according to state hatchery authorities. Where this practice has been carried on as at Bonneville and Klaskanine the returns this year were far above the average, while where the fish were fed only a few months and turned out, the returns were poor.

The fish are fed a ground up mixture of salmon viscera, obtained through the canneries, and the bodies of the spawned out salmon handled at the hatcheries. This feeding program has proven itself as successful. The material is frozen and held in storage and thawed out and ground up as needed for feeding.

Natural Ponds Used

The natural ponds system, developed by Hugh C. Mitchell, veteran superintendent of hatcheries for the Oregon Fish Commission, is used at Klaskanine. Concrete ponds of the type used in some other systems, were tried out there and abandoned some years ago. The present ponds are dug out of the earth. They are long and narrow in the main although one lake type pond is used. The ponds are all shaded by natural tree growth and their banks covered by vegetation. The trees protect the fry from the bright sunlight and the shade holds down water temperatures. Also the natural bottoms, grassed banks, and trees, provide the growing fish with natural foods of the insect and other types that they would use in their natural way of life. While some of the facility for study and handling the fish is lost in this type of feeding pond, as compared with open concrete ponds, trials have indicated that the advantages far exceed this slight disadvantage.

Max Frame, hatchery superintendent at the Klaskanine station, has had 12 years of experience under veteran Superintendent Ledgerwood on the North Santiam, and has been in charge of Klaskanine operations for the past three and a half years. He is assisted at present by Reed White.

ERRATUM

Bumble Bee last month wrongly stated prior employment of John Head, CRPA's new Nushagak superintendent to Libby, McNeill, & Libby. In fact John's former employment over a long period was with the Pacific American Fisheries, Alaska operation.

Totaling the Take



Max Frame, superintendent of Klaskanine State Fish Hatchery, right, and assistant Reed White, left, are totaling their take of silverside salmon eggs, for the day. On the day of the picture they had taken 660,000 silver eggs, fertilized them with milt from male salmon, and placed them in the hatchery trays.

RED CROSS DRIVE

Despite the fact that CRPA employment was at its lowest ebb of the past year during the Red Cross drive CRPA employees contributed \$1237.95 to the worthy cause following a brief but concentrated drive. Any employee who was not reached by the solicitation committees and who wish to add their contribution to the company total can make their contribution through their foreman or forewomen.



Julia Nillson, forewoman for CRPA salmon and tuna operations, with Katri Koski, right, veteran CRPA salmon and tuna filler, enjoying company party.

CONTINUED STORMS HALT FISHERMEN

The continual series of storms which prevailed during March sharply reduced production on all lines of ocean caught fish. Draggers would barely get out to sea before they were driven back by waves and high winds; salmon trolling was held to an absolute minimum; and while crab production was fair in some spots, receipts did not justify any processing other than preparation for the fresh market.

Holding hopes that the storms would break shortly after the March equinox, fishermen were anxious to get to sea. Crab production is expected to pick up in April with the season reaching its peak in May.

Improved weather conditions are certain to start a big drag fleet operating off the Columbia which should produce enough to strain local filleting facilities. In the interim the ten day open season on Columbia River salmon starting March 21 is expected to fill at least a small portion of area market requirements.

The smelt season ended with only fair returns. CRPA handled about 70 tons of this fish about half of which were sold dressed and frozen to the army, with the balance, frozen round, going to the civilian trade.

In the interim CRPA was initiating preparations for its annual Alaskan expedition and for the start of the regular Columbia River fishing season on May 1.

FISH "FARMING"

—continued from page 2, column 3

with a corresponding larger final return to the hatchery streams.

Enough has been done with the hatchery program in the Columbia River basin to convince the industry that the future of the salmon packing business depends almost entirely on the extension and perfection of the programs now being carried on by the States of Oregon and Washington and the Federal government. Only 25 per cent of the original thousands of square miles of spawning area remains open to the salmon runs and the program of dam building is apparently only in its infancy, with many structures slated for immediate or future construction. Experience has indicated that no matter what provisions are made for fish escapement, either on an ascending or descending basis, that losses of considerable importance are unavoidable. The

resulting total impact of these losses will have to be met by a greatly extended and perfected hatchery program if the industry is to survive as a Columbia River fishery.

There is considerable concrete evidence at hand that this survival can be accomplished if such a comprehensive program can be established. Some of the factors of proof are:

1. Increase in runs of fall Columbia salmon during past five years as indicated in a survey made by the Washington Department of Fisheries. These fall salmon hatcheries have functioned successfully and the fish released have not had to run the gauntlet of dams and turbines to the extent confronting the spring runs which spawn high in the upper reaches of the streams.

2. Definite establishment of runs on streams where there is no records of previous salmon runs or where once existent runs have been entirely depleted.

3. Re-establishment of the Sacramento River run in California after an almost complete depletion.

4. Finally, fair although not conclusive evidence that most of the salmon returning now to the Columbia River are hatchery fish, and the fact that the fishery has been maintained, although on a slight constant of depletion, over a long period of years, despite loss factors that would have eliminated the runs entirely if rehabilitation had been left to nature.

It is evident that hopes for the future depend upon a more extensive, thorough, and improved application of this "fish farming" principle. Research is absolutely necessary to develop improved practices particularly as to holding the small salmon and assuring their safe passage to the sea, even if they have to be hauled past the dams in tank barges. Once this is done there is no reason the Columbia River salmon industry production index should not take an upward trend.

At the present time there is better co-operation than ever between the Federal Fish & Wild Life Department, the Department of Fisheries of the State of Washington, and the Oregon Fish Commission, in their attack on these problems. This co-operation is being furthered by the Columbia River Basin Fisheries Development Association and its government sponsored board of consultants. With proper financing for their programs a valuable industry can be saved and over a period of years increased in value.

THINK AND EARN

Although our suggestion boxes have only been in use for a short time, we have received to date 16 suggestions from our employees. The following is a list of employees who have received cash awards for their suggestion which will be put into use.

Edna Howell: Change coffee urns to accommodate two lines.....	\$ 5.00
John M. Jewett: Install 3-way switches on conveyor belts.....	10.00
J. H. L'Amie: Install a sign at entrance to Cold Storage.....	5.00
Mrs. Eunice Stafford: Use revised type of stamp for lids of fresh Crabmeat tins.....	10.00
Mrs. Jessie Gaither: Install a separate sink for washing of coffee cups.....	5.00

First Award



Jim Burk

Edna Howell

Superintendent Jim Burk, CRPA tuna cannery presenting Edna Howell with first award under suggestion plan. Mrs. Howell made the first suggestion and it clicked.

Mrs. Lillian Hermanson: Have an employee in the office at Cold Storage during lunch hour.....	5.00
Mrs. Svea M. Milde: Place a bulletin board in restroom.....	5.00
John M. Jewett: Install caution sign at rail crossing Elmore Cannery—a decided safety factor.....	15.00
Mrs. Eva Smith: Install mirror and drawer space ladies' rest room.....	5.00
Mrs. Miriam Doyle: Arrangement office Coffee Room.....	5.00
Mrs. Lillian Hermanson: Install more convenient hot water taps at Cold Storage for employees.....	5.00
Sven Lund: New accounting procedure to identify and budget all plant improvements and new construction projects.....	25.00

The above list is proof that it pays to think. When you have an idea, write it down, and put it in the suggestion box. It may mean a cash award for your thought. Learn all you can about your job, and remember "there is always a better way to do it."

SUGGESTION COMMITTEE.

"TUNA PARTY" IS BIG SUCCESS

Buffet Lunch and Dancing are Enjoyed

CRPA's employees in the tuna cannery and company officials celebrated the end of the tuna packing season, February 20, with a big and very successful party held on that evening at Suomi Hall. Attendance was checked at 376 employees who participated in the buffet luncheon prepared by "Cookie" Quak Wong. The menu included potato salad, cold meats, sandwiches, coffee and cake.

Dancing followed the buffet to music provided by Wilson & Becken's orchestra. The event celebrated the close of seven months' intense activity in the tuna cannery during which the company canned the largest pack of albacore in its history.

Arrangements for the very successful and enjoyable affair were made by a committee consisting of Jim Burk, Mary Burk, Hong Yea, Gust Nikkula, Adolph Corland, Quak Wong, Emma Lampa, Ida Waisanen, Ida Merila, Ida Pippo, Edith Parker, Svea Milde, and Olaf Waisanen.

"Cookie" and Helper



Cook Quak Wong, assisted by Ida Merila snapped while preparing buffet luncheon for CRPA tuna party. "Cookie" was presented with a fine sport's jacket and some other apparel accessories by the women employees of the tuna cannery in appreciation of his "coffee time" services during the canning season.

C
R
P
A

T
U
N
A

D
I
N
E
S

A
N
D

D
A
N
C
E
S



March Salmon Opening Shows Good Results

The ten day March salmon fishing season on the Columbia River opened with indications pointing toward a good catch. Fishing started at noon on March 21, and reports the next morning showed catches averaging around 400 pounds per boat from Astoria to St. Helens. Reports indicated few fish being caught very far above St. Helens and only a few going over Bonneville, a sound indication that the catch is being taken from early Willamette runs. This run, which has been supported by commercial fishing propagation funds for many years, has been unmolested for 30 years with the exception of the heavy sports take at Oregon City.

The opening in this period is under joint authority of the Oregon and Washington fisheries departments. Oregon fish officials and the industry itself did not plan or ask for the open period this year but Washington authorities insisted that it was necessary in view of the current shortage of fish food production due to continued ocean storms. Practically all the production for this period will go into the fresh market where the Lenten demand is extremely heavy.

With "Uncle Sam"

CRPA DePoe Bay's contribution to the armed forces in Pfc Don Henricksen giving a snappy salute to the left. He



PFC Don Henricksen



Lt. Royce H. Hendrickson

was wounded on Leyte and received the Purple Heart and is now back in action on the Philippines.

At left is Lt. Royce H. Hendrickson, son of Supt. Evart Hendrickson and Mrs. Laura Hendrickson of Altoona. Lt. Hendrickson was commissioned March 12, 1944, after qualifying as a P-38 pursuit pilot and is at present awaiting embarkation for one of the war theaters.

"Mr. Bumble Bee"



Max Rabinovitz, CRPA sales-broker in Boston and the New England territory, on a recent visit to Astoria. The smile of satisfaction follows his recent consumption of a can of "Bumble Bee" Chinook salmon on the cutting table in the background. Max's annual trips to the home office are an event of the year.

Johnny Lasich Back From Pacific Battles

Johnny Lasich, Coxwain, Third Class, who is attached to the airplane carrier, Manila Bay, has returned home on a 21-day furlough. Mr. Lasich has been in the Navy 2½ years. On his first trip he participated in the Saipan and Marshalls campaigns and on his last trip he saw action on Leyte, Mindoro and Luzon. He is the son of Mr. and Mrs. Visko Lasich of Clifton, Oregon.

Bumble Bee Can't Fly? Just Watch Him

"Bumble Bee" being the brand designation of CRPA's packs of fancy Chinook salmon, white meat albacore, canned and and frozen crab, fresh frozen fillets etc., and also the name of this publication we are pleasantly allergic to the appearance of the words in print.

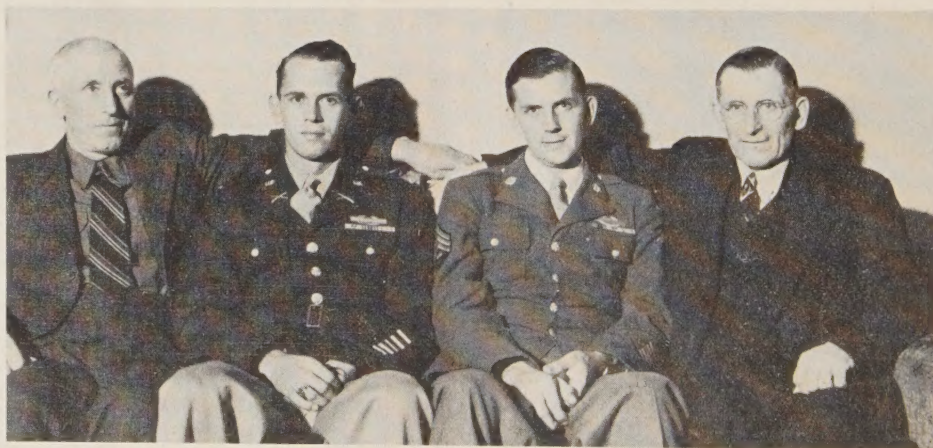
Therefore, when recently we noted a copy of a leaflet, issued by the Customer Research department of General Motors entitled "The Bumble Bee Cannot Fly" we examined it with interest. Having always had confidence in our own wings, we read further, and believing that the leaflet text points to a philosophy very important in these days of war effort, we obtained permission from General Motors to reprint:

"THE BUMBLE BEE CANNOT FLY

"According to the theory of aerodynamics, and as may readily be demonstrated through laboratory tests and wind tunnel experiments, the Bumble Bee is unable to fly. This is because the size, weight, and shape of his body, in relation to the total wing spread makes flying impossible.

"BUT... the Bumble Bee, being ignorant of these profound scientific truths, goes ahead and flies anyway—and manages to make a little honey every day."

Fathers and Sons



Left to right: Fred Soderberg, skipper of the "CRPA," Lt. Richard Soderberg, his son; Sergeant Walter Soderberg, son of Charles Soderberg, seated to the right. Charles Soderberg, skipper of the CRPA launch Diehless, was ill at the time the picture was taken but got out of bed to join the family group. Both boys have seen extensive and active foreign service.

Boats Progress. Marine Railway Extended

Shipyard division reports this month that two big new drag boats under construction there are now ceiled and that planking is 30 per cent finished. Ten other fish boats were hauled on the ways during the month for major or minor repairs and nine fishing craft launched from the storage yard. More are expected to hit the water as soon as the prevailing bad weather shows some signs of abating.

The carpenter shop, moved to a location nearer the ways, has been completed and all machinery installed and in working order. The machine shop structure is still waiting material orders. The marine railway has been extended 110 feet and the river end is now six feet minus zero. All diver work has been completed and when the 600 feet of rails are in place the railway will be ready for operation.

NEWPORT NEWS

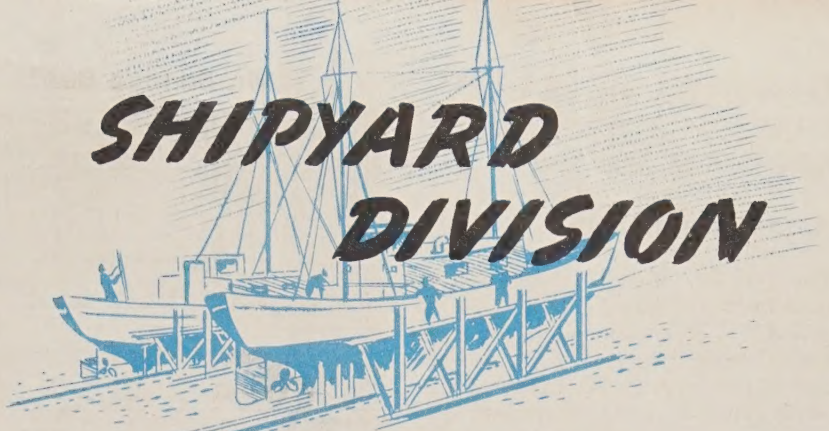
Robert Beal, owner and captain of the Ceres, returned to Newport from Eureka, Calif., on March 13th. He, his crew, and boat, had been south trying out the drag fishing in California waters. We believe that Bob much prefers local fishing grounds.

Now, that the smelt run is done in the Columbia, (we hope) John Gizdavich, is spending full time again at the Newport station.

Les McMillan's new boat the Collisto, was launched in the Salmon River, Sunday, February 25th. Stormy weather has prevented Les from bringing his boat down into the Yaquina Bay as yet, but any day now he may be able to do so. The local fishermen are all waiting for the equinox, or its passing, then, they say we will have good weather. Only time will tell.

Local crabbers, Bert Erickson with the Ethel G, and Harry Burtraw with the Maui, have kept us more or less supplied with a steady stream of crabs. The boys have done quite well, considering all the bad weather that we have had locally.

SHIPYARD DIVISION



CPRA Ship Division Foremen



Alfred Niemi



Walter Matri

SHIPYARD LOG

We are glad to have our maintenance man Charles Stangland with us again. He received a broken neck while at work on September 29th.

Lead men Frank Johnson, Clyde Hunsinger, L. W. Loomis and Shipwright Andy Lyster, are all wearing new carpenter overalls. This really is news—the overall situation being what it is.

Shipwright Harold Hovden and family are enjoying a visit with his brother Chief Machinists Mate Allen Hovden of the Seebes, who is having a 30 day leave, after 30 months service. He has been in New Caledonia.

New employees at the Shipyard this month are Chris Nickila and Alfred W. Niemi.

Evart and Oscar



Evart Hendrickson, superintendent of CRPA, Altoona cannery, with his pet seal "Oscar."

ILWACO NEWS

S/Sgt. Ernest Oja, returned from the South Pacific after three years' service in the Army and at the present time is stationed in an Army camp at or in the State of Oklahoma.

Ernest Markham, 1cl MM (Seabees) on his way overseas (South Pacific) for the second time.

Donald Beasley, Seaman, Navy, stationed at Camp Farragut, Idaho.

Pvt. Ted Suomela has been overseas in the South Pacific area for a year.

OFFERINGS OF FROZEN FILLETS FOR ARMY ONLY

The recent adjustment of OPA price ceilings for the sale of frozen fillets was issued to cover sales to the armed forces exclusively. These prices will remain in effect until May 1, which means that our entire production of frozen fillets produced to that date will be delivered on Army orders. It will be the middle of May or about June 1 before we will have any supply of frozen fillets to offer our civilian trade.

Crabs on Board



CRPA MV Augusta with load of crabs taken aboard at Warrenton, Oregon, ready to unload at Astoria. Skipper Gordon Clark is seeing that his load gets away safely.

FROZEN CRABMEAT PRODUCTION SOON

During the past few months our total production of crab meat has been sold on the fresh market, as quantities received have not justified the start of our freezing operations. Stormy weather, which has prevailed, has been a factor in reducing receipts as the fishermen have not been able to get to sea.

The popularity of our 12-oz. lithographed tin of frozen Bumble Bee crabmeat has resulted in many requests from the trade for a supply during the coming season. This demand fits in with the merchandising progress shown on the sale of frozen foods, resulting from better facilities of distribution, improved retail display of product, and a widening consumer acceptance.

As production develops we expect to make a fair allocation of this item to our established trade.

Market Letter



Frozen fillets being processed and readied for shipment to U.S. armed forces at CRPA's big Astoria Cold Storage plant. Fish come from washers to fillet tables in backgrounds. When the fillets are cut they are placed in metal pans seen in foreground and frozen into solid ten pound blocks. These blocks after coming from the freezer are wrapped and packed in 50 pound lots in wooden wire-strapped cases for shipment.

COVER PAGE QUESTIONS

Answering inquiries about our cover pages of past issues;

The big 83 pound salmon shown in the January issue was caught by Anton Petrich and delivered at Cottardi station. Mr. Petrich now operates a fish market in Oregon City.

The fisherman busied with his nets shown on our February issue is Frank Nelson, a veteran of 35 years gillnet operations on the Columbia, having started with his father in the days when sailboats were used on the river. He was among the first lower Columbia fishermen to use the square stern type of gillnet boat which became very popular. The Nelsons reside in Astoria, the family including one boy and one girl.

Wright Startled Says Capt. Bronson

Howard Bronson, genial skipper of the Zarembo III, notes that the surprised expression, caught by the photographer in the picture of CRPA Treasurer Floyd Wright, which appeared in the last issue of the Bumble Bee is a familiar one. "Some fisherman had just asked him for ten dollars," Bronson says.



Weighing crab meat before it is packed in 12 ounce friction top lithographed tins. The meat is frozen prior to shipment.